

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4900

戊六十月六一十三號光

TUESDAY, JULY 18 1905.

二月

八月七號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000 \$18,000,000
Silver Reserve \$8,000,000 \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUFF, Esq., Deputy Chairman.
Hon. C. W. Dickson, H. Schubart, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
Hon. R. Shawan.
A. J. Raymond, Esq.
N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent per Annum.
For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 3 PER CENT per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905. [23]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORISED... GOLD \$10,000,000
CAPITAL PAID UP... GOLD \$ 3,250,000
RESERVE FUND... GOLD \$ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEAR COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.
20, Des Vaux Road,
Hongkong, 26th May, 1905. [24]

HEAD OFFICE:—, SURUGA-CHO, TOKYO.
LONDON BRANCH—44, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chaofoo, Tientsin, Newchwang, Port Arthur, Seoul, Ichinomura, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madiduru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,

Onoura, Otsuji, Sashima, Tsubakuro, Yoshibo, Yonokihara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.30 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9.00 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,

Des Vaux Road Central.

JOHN D. SPHERREYS & SON,
Liquidators.

Hongkong, 1st July, 1905. [26]

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1850.
CAPITAL PAID-UP ... Yen 24,000,000
CAPITAL UNPAID ... " 18,000,000
RESERVE FUND ... " 6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

Head Office—YOKOHAMA.
Branches and Agencies.
OKIO, NEW YORK.
NAGASAKI, HONOLULU.
LYONS, SHANGHAI.
SAN FRANCISCO, NEWCHWANG.
ROMBY, MUKDEN.
TIENTHIN, PORT ARTHUR.
PEKING, CHEFOO.
KOBÉ, DALINY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
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For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd May, 1905. [20]

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For the HONGKONG AND SHANGHAI
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J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905. [21]

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Shanghai, Chaofoo, Tientsin, Newchwang, Port Arthur, Seoul, Ichinomura, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Madiduru, Kure, Shimonoeki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	.....	3,631 tons	Captain H. D. Jones.
" " "POWAN,"	.....	2,338 "	G. F. Morrison, P.M.R.
" " "FATSHAN,"	.....	2,460 "	R. D. Thomas.
" " "HANKOW,"	.....	2,573 "	C. V. Lloyd.
" " "KINSHAN,"	.....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON, MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	.....	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.			
Departures from Macao to Hongkong daily at 8 A.M.			

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	.....	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.			

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	.....	588 tons	Captain W. A. Valentine.
" " "NANNING,"	.....	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Maiping, Kungchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$15.00.

Canton to Tak Hing.....Single \$12.50. Return \$12.00.

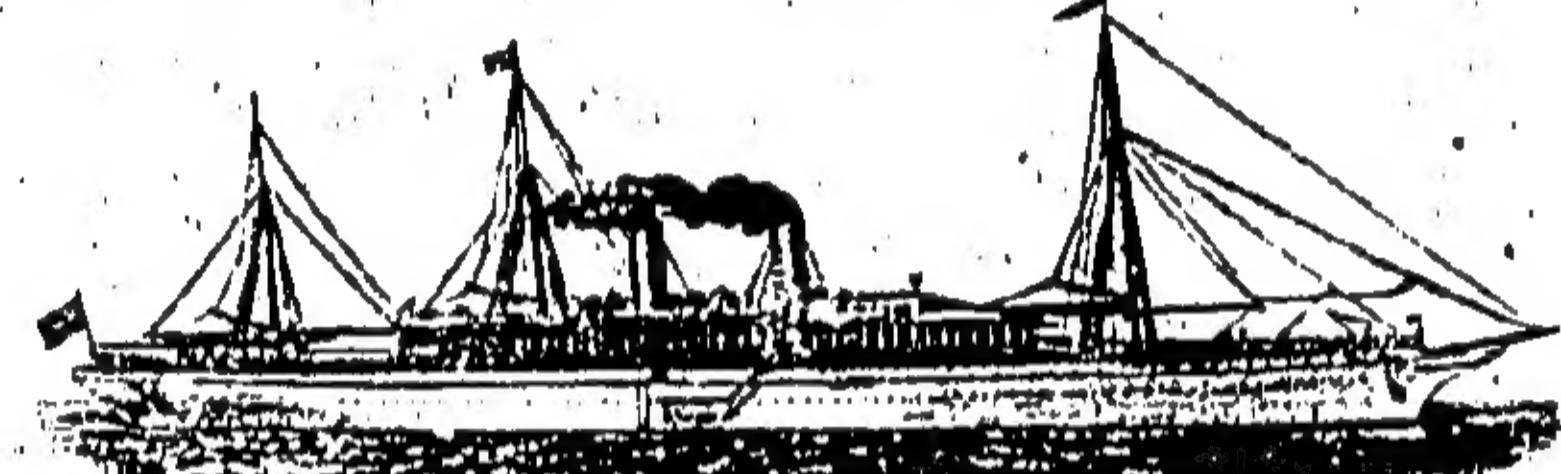
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA,"	6,000.	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
" " "ATHENIAN,"	2,440.	R. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
" " "EMPEROR OF INDIA,"	6,000.	E. Bertham, R.N.R.	WEDNESDAY, 23rd Aug.
" " "TARTAR,"	4,445.	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
" " "EMPEROR OF JAPAN,"	6,000.	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
Hongkong to London, 1st Class, \$100. 1/2d St. Lawrence 50c. 1/2d New York 50c.			
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....	440.		442.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, 9, Pedder's Street.

Hongkong, 12th July, 1905.

HAMBURG-AMERIKA LINIE.

DESTATISTISCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—
SUBJECT TO ALTERATION.

DESTINATIONS.		SAILING DATES.	
SITHONIA.....	HAVRE, BREMEN and HAMBURG.	19th July.	Freight.
Hildebrandt.....	(Calling at SPORE, PENANG & COLOMBO.)		
ACILIA.....	HAVRE and HAMBURG.	2nd August.	Freight.
Schulke.....	(Calling at SPORE, PENANG & COLOMBO.)		
SPEZIA.....	HAVRE and HAMBURG.	14th August.	Freight.
Ehlers.....	(Calling at SPORE, PENANG & COLOMBO.)		
BAMBIA.....	HAVRE and HAMBURG.	3rd August.	Freight.
Lüning.....	(Calling at SPORE, PENANG & COLOMBO.)		
RHENANIA*.....	HAVRE and HAMBURG.	6th Sept.	Freight.
Förch.....	(Calling at SPORE, PENANG & COLOMBO.)		Passengers.
SCANDIA*.....	HAVRE and HAMBURG.	20th Sept.	Freight and Passengers.
v. Doeberi.....	(Calling at SPORE, PENANG & COLOMBO.)		
VANDALIA.....	NEW YORK via SUEZ.	about begin.	Freight.
Hanze.....	with liberty to call at the Malabar coast.	1st Aug.	Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsships. Lighted throughout by Electricity.			
Duly qualified Doctor and Stewardesses are carried.			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 18th July, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTINE, BLACK SEA AND BALTIc PORTS;
Also
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN.....	THURSDAY, 20th July.
SCHARNHORST.....	WEDNESDAY, 21st August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 20th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAVERN.....	WEDNESDAY, 11th October.
ZIETEN.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUFTPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON THURSDAY, the 20th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 18th July, Cargo and Specie will be received on Board until 1 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
MATUPL, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	SAILING DATES.
PRINZ WALDEMAR.....	3,227 TUESDAY, 27th July.
PRINZ SIGISMUND.....	3,302 TUESDAY, 2nd August.
WILLEHAD.....	4,761 TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS,—
Des Vaux Road.

Intimations.

A BILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells, or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish the oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WM. POWELL'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is, palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$1.00 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:—

1. FURNACES up to 50 feet in length will be laid FREE.
2. NO CHARGE will be made for M. TEE FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied W. T. TOUT, LTD. to intending or existing customers.

The Company Hire or Sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW ROOM at WEST POINT.

GEORGE CURRY,
Local Secretary.

Hongkong, 13th June, 1905. [65]

NOTICE.

HAVING resigned my position of ASSISTANT MANAGER at the MACAO HOTEL, I now beg to thank all my friends and acquaintances for every mark of friendship and courtesy shown to me, and to offer them my services at a house No. 9, CALÇADA DO MONTE.

JAYME DOS SANTOS.

Macao, 17th July 1905. [749]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months, ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905. [734]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One D. Harr and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1905. [735]

THE CLUB LUSITANO, LTD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 62, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.

Hongkong, 24th June, 1905. [681]

FURNISHING DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
TWIN
BEDSTEADS,
from \$65 to \$385 a pair.

Stocked in

BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.

BEST
SPRING
MATTRESSES
FOR THE ABOVE
at
reasonable prices.

SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODE,
\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL,
LTD.,
HONG KONG,
Hongkong, 4th July, 1905. [695]

THE INDO-RUSSIAN FRONTIER

Chitral, semi-circular road which, running through Malakand and Dir, passes through Kal-Drosh and Chitral, beyond which it sweeps eastwards via Mastuj, Gupis, and Gilgit. There are, of course, the usual native tracks, but the main line of communication is along the length of the frontier, between two and three days distant. Caravans pick their way with great difficulty across this road, which, with the passes, under continual observation by the levies pickets, is sufficient to deter the most venturesome raiding party.

Under these conditions, coupled with our own military organisation on the Afghan-Indo-Russian frontier, it is possible to regard the activity of the Russians in the Pamirs as less of a menace to the Indian frontier than as part of a general demonstration against the Afghan-Persian borders. In another direction, the Russian movement can be quite well developed to correspond with our own arrangements, since there is no doubt that forces, superior to any which the Russians have detailed to the Pamir posts are held in garrison on the Indian side of the border.

The Russian post has been established on Chinese soil, is isolated, as it is situated beyond the most northern limits of the Taghdumbash Pamir. If Russia has access to Chinese territory without much trouble, the difficulties increase when she moves south towards Hunza, across the Mintaka and the Kilik Passes, instead of east, across the Taghdumbash, into Sarikol. In winter this road across a waste of rock and ice and drifting sleet; in summer the gorges are in flood, and it is necessary to scramble from one rocky projection to another, across the rugged faces of the mountains. There are only mountain paths, and the rock-bound solution, which stretches between Mintaka and Gilgit, is against the Wakhan border, at Gupis, Gilgit, and Burzil, and Chitral. In Chitral the garrisons are held by Gurkhas and Pioneers; in Gilgit by Dogra regiments of Imperial Service troops, with Sapper detachments. The principal line of communication with the main depots of supplies are by railway to Dargai, and through the Malakand to Chitral, and by railway to Hussomonday, thence from Abbottabad across the Chilas Pass to Gilgit. Intermediate supply depots for the Gilgit line have been formed at Burzil, Astor, and Chitral. The roads are excellent; upon the Gilgit side there are eighteen months' reserves of supplies at each post for two thousand men and two and a half years' stores in Chitral. If matters should be pushed to extremes, therefore, and British forces took the field in support of Afghanistan, the disposition of the Chitral-Gilgit forces is suited to any emergency which might arise. There is no doubt, moreover, that in this one direction the Indian and Imperial Service troops now in garrison could be rolled upon to maintain the integrity of the frontier without anxiety arising upon the question of supplies or the need of reinforcements.—Angus Hamilton in *P. M. G.*

Beyond Mintaka, through the Kanjut region, in the direction of India, the first six marches pass through a zone of intense dreariness and desolation. The scenery is grand, but the narrow gorges are unproductive of anything but rocks, while the aspect of character of the mountains become monotonous. In time villages are met, but the Kanjuts are primitive, yet distinguished by a gentle grace which is not unpleasing. They are wonderfully active on their mountains, and render admirable services as transport coolies, carrying, strapped to their backs, loads of thirty pounds for miles upon miles throughout the day. In their mountaineering and pedestrian qualities they are unequalled among mountain folk, although the practice of carrying loads long distances is also common to the Hunza and Chitral peoples. At this point, the merest tracks, precipitous and broken, thread the mountain gorges, the sides of which, bare and rugged, rise sheer from the bed of the valley torrent many thousand feet below. In many cases no paths exist, shallow footholds having been scraped out of the face of the mountain, across which one passes by turning one's face to the rocky, and clinging with the fingers to any little projection. Elsewhere wooden stakes have been driven into the crevices of the granite walls, and a rude passage-way of earth and stones, which sways when touched, built upon them. Cultivation is scarce, the lack of suitable ground preventing any great agricultural activity, yet each man contrives to keep a horse, the mounted man scorning the pretensions of the man on foot.

Westwards of the Hunza territory and the Taghdumbash Pamir the passes over the Hindu Kush into Chitral, from Kafiristan and Wakhan, hold out no greater advantage to an invading force than the road via the Mintaka. From the Pamirs the descent into Afghanistan, through Roshan and Shighnan, and across the waters of the Upper Oxus, presents no material difficulty, but with the exception of the Dorah Pass, 14,800 feet in height, which permits a ready passage between Afghanistan and Chitral and the Baroghil Pass, 12,460 feet in Wakhan, it is by no means easy to scale any of the passes into Chitral from their Afghan or Wakhan aspect.

Upon the Afghanistan border, in addition to the Dorah, there are the Zidig Pass, 14,900 feet, Guksam Pass, 16,560 feet; Agram Pass, 16,420 feet. The Tsal and Mach are passes of lesser height, while at the north-western corner of Wakhan and Afghanistan there is the Khatlina Pass, 17,500 feet in height. Upon the Wakhan side of Chitral, in addition to the Baroghil Pass, there are the Rich Pass, 16,200 feet, the Kachin Pass, 2,641 feet; the Khotgas, 24,171 feet, and an unnamed pass, 18,900 feet. Of all these passes, and the many others which are not included, there are but three on the Afghan border, and but two on the Wakhan side, by which definite communication with Chitral may be obtained. Coo-ies and pony caravans, en route to Yasin and Gilgit from Wakhan, from throughout the year across the Baroghil Pass, following in winter the frozen bed of the stream which flows down the valley, and in summer climbing the pass itself; while the Rich Pass, further west, on the Wakhan border, is, although somewhat more lofty, occasionally serviceable, pony caravans, destined for Mastuj and Chitral, sometimes coming from Wakhan along this route. There are, of course, many difficulties in the way of these persevering merchants. No bridges exist, and in the summer caravans are held up not infrequently by the flooded condition of the streams. However, such as it is, there is the avenue of communication, the ends of which are held by small outposts of armed levies. Along the Afghan border there are the Nuksan, Dorah, and Zidig Passes, across which there are caravan tracks leading direct to Chitral. Unlike Afghanistan, however, where admirable roads exist between the Turkestan border, across the Hindu Kush, and Kabul in the west, between the roads in the Kabul Valley have been continued into Kafiristan and Badakshan on the east, the Afghan frontier along the north and east, permitting immediate access to the Afghan capital, there is only the one made road in

THE AMERICAN SYSTEM OF DENTISTRY
M. H. CHAUN, D. D. S.,
17, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904. [66]

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT".

FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, SHANGHAI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

RODWELL & CO., LIMITED,
Agents.

Hongkong, 10th July, 1905. [68]

Consignees.

THE HONGKONG TELEGRAPH, TUESDAY, JULY 18, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. the 20th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected by us in any case whatever.

RODWELL & CO., LIMITED,
Agents.

Hongkong, 10th July, 1905. [68]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FRIDAY,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. the 21st July, 1905, at 3 P.M.,

will be landed at Consignees' risk and expense.

MESSRS. HUGHES & HOUGH,

Auctioneers,

at the premises,

Hongkong, 13th July, 1905. [725]

Auction.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Wing Lok Street, Victoria, Hongkong,
ON

FRIDAY,

the 21st July, 1905, at 3 P.M.,

BY

MESSRS. HUGHES & HOUGH,

Auctioneers,

at the premises,

Hongkong, 13th July, 1905. [725]

THE Property is registered in the Land Office as Section A of MARINE LOT No. 221 with the Reference and Buildings thereon, known as No. 100, WING LOK STREET, Annual Crown Rent \$12.14.

For further particulars and conditions of sale, apply to

EWENS, HARSTON & HARDING,

Vendor's Solicitors,

or to

MESSRS. HUGHES & HOUGH,

Auctioneers,

Hongkong, 13th July, 1905. [725]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS AT CURRENT RATES.

SIEMSEN & CO.

Entimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY
GEO. G. SANDEMAN SONS &
CO., LTD.

	Per dozen.
Light Dry	\$13.00
Soleia	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED,Agents in Hongkong and South-China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, and June, 1905.

[32]

GREGOR & CO.,

84, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

BURGUNDIES

FROM

BOUCHARD PERE &

FILS,

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

[33-34]

BIRTHS.
At Shanghai, on the 11th inst., the wife of G. MORRISON, of a daughter, still-born.
Rev. and Mrs. Arthur S. Adams, Am. Bap. Mission Union, Hanyang, Central China, on July 2nd, 1905, at Kuling, of a daughter, BERTHA MARGARET.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 18, 1905.

CABLE RATES TO EUROPE.

The question of the cable-rates between Europe and China is so closely allied to all that affects the interests of commercial houses in the East that has naturally received much attention in Hongkong, which in some respects may be described as the clearing-house of the Orient. On several occasions the Hongkong Chamber of Commerce has broached the subject and sent representations to the Imperial Government, suggesting the advisability of securing a reduction in the rates. Two years ago the concession of a 20 per cent. reduction was granted by the Cable Companies. But that concession was not given on account of the appeals made by representative firms in the East; it was due to the competition of the Pacific cable to Manila. The cable rate to Europe is still a heavy burden on those who are concerned with shipping transactions, and a further effort was made the other day to induce the Imperial Government to make forcible representations to the Cable Companies to reduce their rates. A deputation from various Chambers of Commerce throughout Great Britain, introduced by Sir David Sassoon, M.P., the chairman of the Telegraphs Committee of the House of Commons, waited on the Chancellor of the Exchequer with the object of gaining the support of the Government in petitioning the Cable Companies to reduce the rates between Great Britain and Australia, India, and China. Sir David Sassoon declared that the cable rates to West Africa were ridiculously high; the rates to China were absurd; and even the 50 per cent. reduction on the Indian Tariff was not sufficient in view of the increasing number of telegrams which were being sent and received at both ends of the cable. Mr. Austin Chamberlain referred to the general principles laid down by Lord Balfour's committee, and held that the real function of these cable concessions which the Government gave was to furnish opportunities of correcting any marked unreasonableness on the part of the Cable Companies. He gladdened the hearts of the Indian representatives by stating that there would be a further reduction in the rate between England and India—from half a crown to two shillings a word—but there was no mention of China. The action of the Australian Government has retarded the reduction of rates there. It would seem then that merchants in the Far East will have to continue suffering the inconvenience and expense which high cable rates bring in their train. During the past year the Cable Companies have received enormous payments as the result of the Russo-Japanese war, but those who use the cables are not to benefit. The rapid extension of cable lines by foreign competitors and particularly by American companies is the most promising feature of the situation. The next reduction in the cable rates to China may justly be attributed to that cause alone, just as the reduction in 1903 was recognised by the Hongkong Chamber of Commerce as being due to the construction of the Pacific line to Manila. It may not be a patriotic view, but the fact remains quite clear that the commerce of the Far East will have to look to foreign competition in the laying of cables if they hope to get another reduction in the cable charges.

PARDONED AND BANISHED.

Captain Bougouin, who was sentenced by a Japanese Court, sitting *in camera*, to ten years' imprisonment for being guilty of espionage, has been pardoned and banished. Rightly or wrongly the sympathy of all foreigners in the East has been with Captain Bougouin. The fact that the trial was conducted in private did not allay the suspicion that he might be made the scapegoat of Russia's ally. As some Japanese papers pointed out, such an idea was absurd, and could never be entertained for a moment by anyone who knew the independence and integrity of the Japanese Court of Justice. Notwithstanding all these protestations, however, there were many who saw a political aspect in Captain Bougouin's condemnation. Taken in conjunction with the serious charges which it was alleged, were proved against the French subject, the pardon of the Emperor affords some cause for speculation. Influential Frenchmen in Hongkong were of opinion that the French Minister at Tokio had been by no means as careful to guard the interests of French subjects in Japan as he should have been, but if it may be presumed that the liberation of Captain Bougouin is due to his representations, then such a suggestion is now without force. Al-

though Captain Bougouin has to leave Japan, in which he has spent thirty years of his life, and to leave it under a shadow, there are few who will attach any stigma to his name. The general opinion seems to be that Captain Bougouin in his capacity of newspaper correspondent was perhaps overzealous and from his long acquaintance with Japanese methods, was in a position to acquire information which the Japanese Government desired to keep hidden from the world. At any rate, the Captain will not be obliged to undergo a ten years' penance for his indiscretions, and the affair is now closed.

LOCAL AND GENERAL.

THE Straits Times of the 12th ult. prints an article on the Kowloon-Canton railway confirming the news published in these columns on the 28th ult.

THE F. M. S. Geologist comments on the enormous deposits of China Clay in Perak which are practically undeveloped, and suggests that a paying local industry could be established.

LEAVE of absence on private affairs, to the neighbouring countries has been granted to Captain H. W. Paxton, Army Ordnance Department from 9th August to 14th November next.

THE Taft party will remain until about the 10th August after which two or three days will be spent in Hongkong. In all probability, they will leave here on the 10th, sailing September 6.

THE United States Postmaster-General, Mr. Corleyou, has signed a convention for an Australian parcels post similar to that between England and America. The post is to come into operation on August 1.

MR. McLEW, Inspector of Junks, had another lot of junk-masters up before Mr. F. A. Hazeland this morning, charged with entering the harbour without reporting their arrival at the Harbour Master's office. A fine of \$5 was imposed in each case, with the usual alternative, and with warning against recurrence of the offence.

THE Chinese merchants in Sydney have held a meeting, when resolutions were passed endorsing the steps taken by the Commercial Guild of China and the collegiate students in connection with the boycott. The Sydney Chinese, however, do not purpose taking action locally in the way of a boycott, recognising that such a step would be fruitless. The N.S.W. branch of the Chinese Empire Reform Association has just received from the San Francisco branch full particulars of what has led up to the trouble.

THE case was called on again this afternoon, in which Kain Sing and two others were before Mr. F. A. Hazeland, on the request of their extradition, they being wanted by the Chinese authorities for an armed robbery committed near the borders of Macao in Chinese territory, in March last. Mr. Hursthouse, of the Crown Solicitor's office, appeared for the prosecution, and Mr. O. D. Thomson for the defendants. There was no further evidence and His Worship formally committed the defendants to Victoria Gaol for 15 days, during which time they will be at liberty to apply for writs of habeas corpus.

THIS afternoon Mr. Hursthouse, of the Crown Solicitor's office, applied to Mr. F. A. Hazeland for the extradition of Yuen Lo, who is wanted by the Chinese authorities, he being it is alleged one of a gang who committed robbery with violence in Chinese territory. This case had been previously adjourned owing to the illness of the principal witness for the prosecution, and Mr. Hursthouse informed His Worship that witness had since died on account of which it would be necessary to slightly alter the charge on which defendant's extradition was sought, and produce other evidence. He applied for an adjournment, to which Mr. O. D. Thomson, who appeared for the defence, consented, and the case was accordingly adjourned till to-morrow.

CAPTAIN R. H. S. Bacon, expert adviser to Admiral Sir John Fisher (Senior Lord of the Admiralty), gave evidence at the inquiry into the loss of the submarine A8, which suddenly dived recently while running on the surface outside Plymouth. Captain Bacon deposed that when the submarine was raised a rivet was found out of the forward petrol tank. It would have caused a leakage of about a ton of water into the vessel in the space of ten minutes. It was possible, he thought, that the crew were imprisoned in the sunken hull for an hour and 40 minutes before the fatal explosion occurred, evidence of which was afforded by the wreckage which suddenly rose to the surface after a violent submarine disturbance has been noticed. Witness thought it probable that the men became unconscious 20 minutes after the boat had dived.

Two shop *folkis* were this morning charged before Mr. F. A. Hazeland with pouring hot soup over one of their wives. Complainant said there was a slight delay in getting their "chow" served so they seized the bowls of soup and poured them over her, so that it trickled through her hair and all over her body. Defendants asserted that it was an accident; they were lifting the bowls when the soup got spilled over complainant. His Worship thought that as the woman was standing at the time the spilling story was too thin, and ordered the defendants to pay a fine of \$50 each. Complainant said that she was afraid the men would vent their wrath upon her for the fines, and His Worship warned them that if they lifted a hand to her he would send them to gaol without the option of a fine, and told the girl if they made use of any threats to her she was at once to report it to the police of her district—West Point.

FORTY-FOUR station masters in Colombo who neglected to comply with the general manager's orders in regard to the regulation of their clocks according to the new standard time, have been fined fifty cents each.

THE Hon. Vere Ponsonby, eldest brother of Captain C. M. B. Ponsonby, Sir Henry Blake's A.D.C., was invited to stand as a Liberal Unionist Candidate of Carlisle, but declined to be nominated. Mr. Sanderson, K.C., was then (June 10th) chosen in his place.

ACCORDING to the *Straits Times*, of the 12th inst., the authorities here have, in contemplation the establishment of a market town as a competitor to the important Chinese city of Samchun, which is situated just beyond the British boundary and is the most eminent Chinese centre of that district for the distribution of fruits and general food stuffs. The unfortunate thing about the city of Samchun is that it is a nest of thieves and that robbers who prey upon the neighbouring British territory find a sanctuary there. If the British proceed with the construction of a market on the river there they will secure the support of the trading people both of Samchun and Shantung, who have long desired British rule and will welcome it when it comes along, although the Chinese authorities themselves are, naturally, adverse to the movement and want to retain control over this rich region. It is stated that when the Russo-Japanese war is over, the Governor of Hongkong will seriously consider and make serious representations to the Chinese Government, concerning the taking over by the British of the city of Samchun, which according to general expressions of opinion ought to have been included in the territory that came into British possession when the Kowloon Peninsula was acquired.

THE annual number of the *Daily Bulletin*, Manila, (which we have received through the courtesy of the manager, Mr. C. W. Rosenstock, who is at present in Hongkong en route to Portland, Oregon, where he will act as the Commissioner for the Philippines Islands at the Lewis and Clark Centennial Exposition and Oriental Fair), gives an excellent impression of the progress which has been made in the Philippines since the United States Government came into possession. It is largely devoted to a survey of the conditions prevailing to-day in the mechanical trades and in agriculture. Major-General Cobin writes an article in which he prophesies that Manila will yet become the trade centre of the Orient, and he sees goods being delivered from all points of the compass to Manila for distribution to China, the Straits, Australia, etc. If course that means the decay of Hongkong and in a measure the loss of a considerable portion of trade to Shanghai. But the writer is optimistic and confident and recognises in the construction of the new docks at Manila and the constitution of a "free zone" where goods may be landed and stored without expense to the skipper or importers, the beginning of that trade which is to raise Manila beyond the greatest heights dreamt of in Hongkong. Articles on the various industries which have shown marked advance in the Philippines are submitted, and a useful statement appears under the heading "Industrial opportunities in the Philippines fields in minor industries." The annual is an interesting production and should appeal to every Imperialistic American. It is copiously illustrated with good photographs of life and scenes in the Philippines.

THE CHEFOO SCHOOLS.

As it was clear from some remarks made at one of the recent school meetings that everyone here is not familiar with details of the Chefoo Schools, the following particulars from *China's Millions* may be of interest. The buildings are three in number. The Boys' School now provided with ample playing-fields, is capable of accommodating one hundred boarders; the Girls' School, about fifty boarders; and the Preparatory School, about sixty boarders, and they will all soon be full. The compound in which they stand is about one and a half miles from the Foreign Settlement and the native city. The staff of the three schools consists of members of the China Inland Mission. The pupils are entirely foreign, i.e., children of European or American parents, and no Chinese or Eurasians are admitted. Primarily the schools are for the children of members of the China Inland Mission. In the Chefoo Schools children are boarded and educated until they reach the age of sixteen (boys) or seventeen (girls), after which private arrangements must be made for them by their parents. Secondly the schools exist for the children of missionaries of other schools, and, thirdly, for children of merchants and others of good standing who may wish to take advantage of education provided by them. They are not, however, public schools, the principals reserving the right to refuse all applicants who may be undesirable. The fees amount to about £30 per annum. The education afforded is that of a good home preparatory school, and every effort is made to keep pace with modern requirements. Every other year advantage is taken of home public examinations as an unprejudiced test of the work done. So far the results have been quite satisfactory, and, in some cases, gratifying. The religious instruction is unsectarian. The month of August and the months of December and January are holidays, and it is in the longer period that the pupils and parents meet in their own homes or at Shanghai. That the Chefoo Schools have successfully coped with all the difficulties of unique situation is not claimed by their most ardent supporters, but an unbroken continuity of twenty-five years and a steady increase in the number of pupils afford indisputable testimony to the fact that they supply a much-needed want.

KEEP COOL.

"Why not? Rise in the morning. Spend 20 minutes over the dumb-bells. All the dirt in your body" (here the interviewer protested) "the dirt in your body," continued Sandow, "will be thrown out and you will perspire, all you have to perspire, in the morning and be cool all day."

It sounded delightful. Also, Sandow was as cool as a cucumber.

"A weak man and a strong man—will alike benefit, will they?"

"Undoubtedly. My charts and diagrams are so graduated that they meet all cases. A strong man may go ahead getting stronger at a faster rate than a weak man, but there is a point where he stops. Then he remains there and the man who was originally weak will catch up with him."

"Then they both decline?"

"Not at all. They have reached the stage of perfection. They remain strong—exercising the right methods unconsciously."

FOR THE LADIES.

"And the ladies; don't you say something about them?"

Sandow smiled. "What I have said about the men applies to the ladies also. A woman is built differently to a man. We can make them strong, but not strong in the muscles that show. We can produce firm, flesh, graceful outlines, beautiful busts—the perfect womanhood, in fact."

SANDOW'S SYSTEM.

RAISING MOUNTAINS OF MUSCLE.

HINTS TO HONGKONG LADIES.

Sandow, whose much heralded visit to Hongkong has been responsible for a "new lease of life in the young bloods" of the colony, has at last arrived. Despite his fame as a strong man he is not a six-volume encyclopedia; he is a sort of pocket compendium. About middle height, typically German, genial and robust, Sandow is the embodiment of his system. Considering that practically every newspaper man in the East has had an interview with the modern Hercules, it may be taken for granted that Sandow knows a great deal more about the interviewing business than the interviewer. He has it all cut and dried; and if left to himself would rattle off a first-class statement of physical culture system without the slightest prompting. Everybody who has been reading the papers lately knows that Sandow has a system, that he teaches by post and so on.

The representative of the *Hongkong Telegraph* who interviewed the "warrior" at the King Edward Hotel tried to get some new ideas about muscular development in the East, but it would appear to be impossible.

SANDOW AT HOME.

Outside, a blazing sun was scorching the blue scarves of the ricksha-coolies, while chair-car men were comfortably hidden behind doorways and below trees. Only a few tourists and energetic residents could muster up courage to bustle around. The idea of dumb-bell exercises was enough to raise a cold perspiration. But in his hotel, Sandow was calmly puffing at a cigar, although it should be stated that he had no whisky in front of him. Seeing that every journalist east of Suez "where a man can raise a thirst" has described Sandow as swilling whisky and soda like a regular seventeen-century baron, the fact that in Hongkong the glass had been set aside should be recorded in black letters. Certainly the cigar was there, but not the whisky.

Sandow began to talk affably about the charts and diagrams he provides for those who adopt his system of training.

"Don't you think," he was asked, "that physical culture is apt to be run to death sometimes?"

"Not if a man follows my system. I preach a doctrine of physical culture which is governed by the head. Ordinary exercises exert no influence on the body, because they are not intended to exercise any particular part of the body. But by my system the mind directs the development of the muscles."

JOYFUL NEWS.

Sandow went on to state a case, which will be tidings of great joy to the vast majority of people. We all know how clerks and others have rallied against the people who stand round an enclosure and cheer a couple of football teams but do nothing in the way of kicking the leather themselves. The spectator—as the sporting scribbler calls them—have been lashed with fiery darts of scorn. Sandow comes to the rescue. All that running after a ball, walking up to the Peak to collect ice for breakfast, strolling along to Happy Valley in quest of strawberries, golf-driving and so forth is just waste of time. These enthusiasts are not really exercising themselves; they are only pretending. Their mind is not on the muscle.

"See here," said Sandow, and he raised an arm that would frighten a buffalo. "When I go in for physical culture, I pass through three stages. First I use the dumb-bells to raise the muscle, and I concentrate my mind on the muscle I want to raise. In the next stage, the dumb-bells are put away and the muscles are worked by mind-suggestion or will. The third stage is perfection—I exercise my muscles unconsciously."

The description of the three stages was much more technical than that, but let it pass.

THE PERFECT MAN.

"Once I come to this stage," continued Sandow, "I am always fit."

He looked fit. He threw off maxims just as easily as he grew mountains on his arms. "Mind makes the muscle," was one; "Waste energy is energy made," is complex, but it sounds fine. There were many others, but enough.

The interviewer was perspiring like a burst water-main.

"You don't mean to say, Mr. Sandow, that you would expect a man to heave dumb-bells around and play with ten-ton rods in

TELEGRAMS.

[Reuter's.]

Cricket.

LONDON, 16th July.

The Eton and Harrow match was drawn.

The Peace Conference.

Japan is gratified at the appointment of M. de Witte, who will leave St. Petersburg on Wednesday and proceed via Cherbourg.

More Mutiny in Russia.

A company of mutinous Cossacks near Lodz have been surrounded and disarmed; this is the first time that the Cossacks have shown any disaffection.

Reuter's correspondent in Odessa wires that the authorities are acting severely to suppress the peasant disturbances at Kherson; 1,000 have been arrested in the district of Parutino; the prisoners had been terribly beaten by the Cossacks and two of them had succumbed. The drastic measures are apparently effective.

The Morocco Conference.

Later. England and Spain will join the Morocco Conference provided the programme is submitted to them in advance.

The War in Manchuria.

The rainy season, which has set in, prevents any movements on a large scale.

THE "OLLY."

We learn from a recent arrival from Haiphong that the last lot of gear required for the further salvage operations in connection with the cruiser *Sally*, has now been received from Hongkong and placed on board the stranded vessel. This consists of three centrifugal pumps, 6", 8", and 12", capable of pumping 8,000 tons of water per hour; one Ingersoll-Sergeant's duplex air compressor, with drills, pipes and tubes, for boring the rock under the cruiser. The dynamite required will be locally manufactured. The vessel is afloat, but cannot be got off the pinnacle of rock, which holds her captive, until after the cofferdam has been got under her and the rock blasted. The cofferdam is in thorough repair, and is ready to "go under" at the next spring tides, which occur about the end of this month. The weather at present prevailing is somewhat variable, but the sea is moderate, and once the cofferdam can be got in place it is believed that the rest will prove simple.

RAILWAYS AND TRAMWAYS IN FORMOSA.

Mr. F. D. Fisher, U.S. Consul at Tamsui, Formosa, in his last report says:—From January 1st, 1905, full forces have been working day and night on the construction of the section of the Formosan Government railway from the Dakusi River to Koroton, 42 miles, with the expectation of opening it to traffic by April 1st. This section is a northern extension of the southern division. The principal difficulty that presents itself in this work is the crossing of the Dakusi River. On account of the force of the current during the floods and the continual changing of the channel the engineers have not as yet been able to decide upon a satisfactory plan for the construction across the stream of a permanent steel bridge, which will require a length of about 4,000 ft. However, experimental piers are soon to be constructed, which, if found satisfactory after a fair test, will be adopted in the erection of the bridge.

Upon the completion of this section there will still remain a gap of about nine miles between the northern and southern divisions of the railroad—from Hukukoko, the present southern terminus of the northern division, to Koroton, which will then be the northern terminus of the southern division. On account of the extensive tunnel work and bridging to be done in this section, the two divisions will probably not be connected, before the end of 1906. Eight tunnels, aggregating a length of 32 miles, and bridges over the Tainan and Tako rivers and a branch of the latter, of 2,510 feet, 1,760 feet and 200 feet in length, respectively, are to be constructed within the nine miles. At present a double tramway line of 16½-inch gauge circuitously connects the two divisions of the railway, Chinese coolies furnishing the motive power. When the two divisions are joined, the main line will extend from Kilung, in the north, through the western portion of the island, to Takow in the south, a distance of about 15 miles, and will afford transportation facilities between the principal ports and the developed sections of the island.

Small tramways, from 3½ to 5 miles in length, reach out into the more important of the productive districts along the line. Chinese coolies furnish the motive power on these tramways, and while they are miniature affairs, having a gauge of but 16½ inches and the beds of the cars being but 4 feet square, they generally meet the requirements, the chief of which seems to be cheapness of transportation. The railway bureau has well-equipped repair shops at Taikoku, on the northern division, and shops suitable for making ordinary repairs at Takow, on the southern division. The Osaka Car Construction Company has branch shops at Taikoku, from which freight and passenger cars are now turned out.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 18th at 12.10 p.m. the barometer has fallen on the China coast, particularly in the North.

Belated returns from Japan show that a typhoon was lying to the E. of the Loochoo Islands yesterday afternoon.

Probably it was then moving towards N.W. The Japanese returns are, however, not to hand this morning.

Moderately SW. winds may be expected in the Formosa Channel and over the N. part of the China Sea.

Forecast—light to moderate SW. winds; gales.

MIDDAY CRIMINAL SESSIONS.

INTERESTING CEREMONY.

An interesting ceremony took place at the Supreme Court-house this morning, at the opening of the Criminal Sessions. As stated in the *Hongkong Telegraph* yesterday, there were no cases on the list for trial, and the maiden sessions was therefore signalled by the presentation of a pair of white gloves to the Chief Justice, Sir Francis Pigott. The Court was crowded with jurors who had been summoned to attend, and by spectators curious to witness the ancient and time-honoured ceremony of presenting to the Judge the symbolic emblems of purity.

His Lordship took his seat while the usher rapidly delivered the usual proclamation.

The Registrar, Mr. Arthur Seth, handed to his Lordship the sheet containing the names of those in prison on remand, and stated that there were no names on the "committed for trial" list.

The Attorney General, the Hon. Sir Henry B. Berkeley, said—May it please your Lordship. I have great pleasure in announcing to your Lordship that there are no cases for trial at this Assizes. And I have to offer my congratulations to your Lordship and to the community on the fact that the peace of the Colony should be such as to call, for no occasion for troubling the inhabitants therof.

The Registrar, Mr. Seth, said:—Your Lordship, it is usual in accordance with ancient customs on an occasion of this kind for the presiding Judge to receive a pair of white gloves in token of the maiden purity of the session. I have the pleasant duty of asking your Lordship's acceptance of a pair of white gloves which I have the honour to present on this occasion.

The gloves were enclosed in a neat box of native workmanship, something after the style of a presentation casket.

The Chief Justice, in acknowledging the presentation, said—I have to thank you, Mr. Registrar, on receiving this presentation in accordance with the ancient custom of the Court. I have also, Mr. Attorney General, to acknowledge the remarks which you have made on this occasion. Gentlemen of the panel—In consequence of the absence of crime at this time, it is my pleasant duty to congratulate you on escaping from the duty of sitting as jurors, and especially on escaping the spending of a hot day in Court. It is a pleasing sign of the condition of the Colony which has been symbolised by the presentation to the judge of a pair of white gloves.

And it has also another aspect—the aspect as it affects the Colony. One swallow does not make a spring, nor one white calendar a millennium; but this is the second occasion within a short space of time on which this Court has met only to find that there were no cases for trial; and I think one is justified in considering this point that it should be possible the public peace of the Colony should remain undisturbed from the commission of those graver crimes which are tried at the Assizes.

This fact is especially noticeable, and especially worthy of congratulation, because the Legislature in appreciating the frequency of the occurrence of crime in the Colony have judged it ex. to hold the Assizes once a month.

In two separate months during this year the calendar has been completely blank.

I have again to congratulate you on this occasion and it is now my pleasant duty to discharge you from attendance at this Court.

The sessions was then adjourned sine die.

As stated in our columns yesterday, this is the seventh occasion on which the presiding judge at the criminal sessions has received a pair of white gloves to signify a maiden sessions.

Through the courtesy of Mr. Arthur Seth, the Registrar, we are enabled to state that the following are the previous dates on which this interesting ceremony has been enacted:

1—August	1871
2—January	1877
3—February	1891
4—January	1891
5—September	1876
6—November	1904
7—July	1905

DROWNING FATALITY AT SHANGHAI.

The *Mercury* of the 11th inst. says that quite a gloom was cast over Shanghai late yesterday evening by the news that W. Valenzi, the son of Signor Valenzi, the popular Bandmaster, had lost his life while bathing. It appears that about 4.45 p.m. deceased called on a friend to procure a pair of bathing drawers and then proceeded to a pond in the new Hongkew Park near the Rifle Range. At about 5.30 p.m. some children playing about came across a heap of clothes on the edge of the pond and not seeing anything about, they went away and informed some young men who were bathing close by of what they suspected was the matter. The young men hastened to the spot and designated and throwing off their clothes they dived several times in hopes of finding the body, but without success. The sad news was then conveyed to the home of the drowned boy, and Signor Valenzi lost no time in hurrying to the spot. At 8 p.m. the master was reported to the police and they at once procured drag ropes and proceeded to the scene of the accident and began dragging. All their efforts appeared to be vain until about 9.30 p.m. P. C. Rosser, who had dived, reported he had come across the body at a depth of about twelve feet, but the legs appeared to be stuck in the mud. P. C. Rosser then made a second dive but could not find the body. E. Widler then dived and succeeded in locating it, but could not lift it as he was exhausted from staying under water so long. Another dive was made and the drag rope made fast to the body which was quickly raised to the surface and laid gently on the shore. Efforts were made to resuscitate the body by artificial respiration, but the attempt was useless. Blood was running from the nose of the boy when he was brought to the surface, which gave some hopes of life. Dr. Marsh appeared on the scene and had the body removed to the mortuary. Deceased was an Italian subject and was about 19 years of age. He had been a bugler in the S. V. C. for a long time and was one of the crack shot of the Corps.

As will have been observed the Dutch army in South Celebes has a rather heavy task before it. It will first operate against Boni and, after having subdued this country, will have to definitely re-establish the Dutch authority in the turbulent states of South Celebes—Strait Islands.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

THE HONGKONG TELEGRAPH TUESDAY JULY 18, 1905.

WAR IN SOUTH CELEBES.

THE SITUATION.

Sourabaya, 24th June. South Celebes where the torch of war will be kindled soon, consists partly of Government territory and partly of vassal states, of which Gowa, Boni, Wajo and Luwu are the principal ones. In the Government territory the executive power is entrusted to Dutch officials, but in the vassal State to the respective Kings and Queens, who have bound themselves by treaty to comply with certain wishes of the Dutch Government. The political relations between the above-mentioned States and the Dutch date from centuries ago. The policy of Government has been to keep from anything like imperialism; only at last resource have the Dutch drawn the sword. As a rule they always tried by peaceful means to maintain the authority in South Celebes. Boni is one of the States, which forced the Netherlands India Government several times to take up arms. In 1824 Boni refused to assist in renewing the old treaty with the Government. Hereupon an expedition was sent to Boni in 1825, which took and burnt the capital, which has been abandoned by the inhabitants. A complete success, however, the expedition was not, the Queen managing to escape. In 1859 a second expedition was necessary, because of the provoking attitude of the Queen of Boni. After surmounting many difficulties the capital fell again into the hands of the Dutch. The Queen was deposed by her officials, and in 1860 a new treaty with Boni was concluded, which was renewed again in 1864. This country is about 2,500 sq. English miles in area and mountainous; it is only flat on the coast where it is partly swampy. One of the most suitable landing places is at the mouth of the Tjernara River in the north.

TROUBLES ARISE.

The present King, of Boni, Lepawawoo Kraeng Segerie, was appointed in 1895 by the Netherlands India Government. He had rendered good services to the Dutch on various occasions, for which he repeatedly received rewards. In 1898 he was even presented with the Dutch "order pour le merite."

Gradually, however, it became evident that the King was departing from his former line of conduct. As he grew older, he became more unmanageable. The Dutch Government treated him with the kindness of a father towards his son; they pointed out to him the many faults he had committed running counter to the articles of the treaty, and he it was all in vain. Lepawawoo was deaf to remonstrances, and in 1903 the Governor of Celebes suggested to the Governor-General at Buitenzorg to take

strong action against the unwilling ruler.

This ruler only cared for his own power and wealth, and harassed his subjects with endless vexations, causing a lessening of population by flight. He did not care for his so-called council consisting of petty chiefs, and sent his henchmen well armed to the Boni people living over the frontier, in the other feudal states, to extort money from them; he even ordered his subjects to undertake pillaging in the Government territories.

The Governor-General now ordered the Governor of Celebes to make a last effort in order to get the King to change his behaviour, but in vain. Then it was decided to send troops to his country. In consequence however of the Russo-Japanese war, i.e., the danger of the neutrality in the Netherlands India Archipeago being broken upon by the fleet of Admiral Rojdestvensky, it was thought advisable to put off the expedition until the said danger had passed away. In the beginning of July, the main body of the field force will be transported from Java to the Boni coast.

However, the King of Boni will get a last chance to comply with the demands of the Dutch Government. On the 14th of June a message to the King was sent from Buitenzorg, in which he was granted eight days to comply with the demands of Government. If he refuses, an ultimatum will be handed to him to give in within 24 hours. [The ultimatum was rejected].

It will be seen that the Dutch will go to war only in utmost emergency. When this ultimatum is rejected, the troops will be disembarked.

The commander of the expedition is Colonel C. H. van Loenen, a distinguished soldier, who, while he was fighting in Acheen received the cross, similar to the "Victoria Cross." The second commander is Colonel "Junkheer" [Sir] D. C. de Lannoy, also an officer with a great reputation. Although it is kept secret, I am told that the Dutch troops will be disembarked at the mouth of Tjernara river.

MORE ADO.

Meanwhile, it is not only Boni with which the Dutch Government have come into conflict. On the western coast of Celebes there are some petty states, known together as the "Adi Tappang." The arrangement made between the Government and the Raub Co. to deepen Bokit Komant shaft to 1,500 ft. has unfortunately come to an end, the company concluding that it is inadvisable to incur any further expenditure on this joint shaft.

THE SITUATION.

These troops were entrapped last week into a fight with armed people from Adi Tappang, the latter being driven away with heavy losses. There is something more. Amongst the people of Gowa, the very south of Celebes, a hostile feeling has arisen against the Dutch. The King of Gowa is a kindly disposed man, who prefers to live in peace with the Dutch Government but is connected politically, as well as by kingship with the Princes of the Adi Tappang and the other smaller states in the neighbourhood. Therefore it is anticipated that the people from Gowa will join those of Boni. As the boundaries of Gowa are close to the principal port of South Celebes, Macassar, the inhabitants of this place are not at ease.

As will have been observed the Dutch army in South Celebes has a rather heavy task before it.

It will first operate against Boni and, after

having subdued this country, will have to de-

finitely re-establish the Dutch authority in the

turbulent states of South Celebes—Strait Islands.

SHIPPING JETSAM.

The *Dredger*, a newly-built Dutch vessel for dredging purposes, is now sailing to China for service in Shanghai.

Mr. J. de Loth, chief assistant of the Hongkong agency of the M. M. Company has taken up a similar position at Sydney.

The Nippon Yusen Kaisha has decided to open a Kobe-Gensan service, via Nagasaki. The first steamer was to leave Kobe on the 9th inst.

Wreckage has been sighted in the Atlantic, apparently that of the missing Hamburg-American liner *Castilla*. The *Castilla* carried a crew of 27. Her loss is attributed to an ex-

plosion.

The French *s.s. Melita*, which for the past six months has been chartered to the Mita Bishi Goshi Kwaisha and is now at the Kostoge Patent Slip, Nagasaki, has been sold to the charterers. It is expected she will be re-named the *Kourou-maru*.The *s.s. St. Regulus* furnished three more delinquents at the Magistracy this morning. George Conway, bremian and Lewis Hamby, cook, were found behaving in a riotous and disorderly manner in Pottinger Street last night. They were rolling about, singing and making a noise while Conway was holding up a bottle half filled with whisky. Their spree cost them \$5 each, by order of Mr. Hazeland. James Elliott, drunk and incapable, was fined \$1.The *s.s. St. Regulus* furnished three more delinquents at the Magistracy this morning. George Conway, bremian and Lewis Hamby, cook, were found behaving in a riotous and disorderly manner in Pottinger Street last night. They were rolling about, singing and making a noise while Conway was holding up a bottle half filled with whisky. Their spree cost them \$5 each, by order of Mr. Hazeland. James Elliott, drunk and incapable, was fined \$1.Peter Rasmussen, the third of the seamen who remained in the Colony, unlawfully, after their ship, the *s.s. Adalo*, sailed, was before the Court this morning. He left the steamer on the 10th inst. on account of alleged ill-treatment on board at the hands of the captain and officers, and having no means of subsistence wandered away to the hills above the Happy Valley, and was found there the next evening in a starving and exhausted condition, which necessitated his removal to the Government Civil Hospital, where he was detained for treatment until this morning. Rasmussen stated that he was a Danish subject, and so the master reported to the Danish Consul, but the latter refused to have anything to do with the case as the man was a self-confessed deserter, and should be prosecuted. When placed before Mr. F. A. Hazeland defendant admitted his desertion from the vessel, and was sentenced to three weeks' hard labour, and, in the event of the vessel's returning to this port before the expiration of the sentence, he was to be re- placed on board of her.Peter Rasmussen, the third of the seamen who remained in the Colony, unlawfully, after their ship, the *s.s. Adalo*, sailed, was before the Court this morning. He left the steamer on the 10th inst. on account of alleged ill-treatment on board at the hands of the captain and officers, and having no means of subsistence wandered away to the hills above the Happy Valley, and was found there the next evening in a starving and exhausted condition, which necessitated his removal to the Government Civil Hospital, where he was detained for treatment until this morning. Rasmussen stated that he was a Danish subject, and so the master reported to the Danish Consul, but the latter refused to have anything to do with the case as the man was a self-confessed deserter, and should be prosecuted. When placed before Mr. F. A. Hazeland defendant admitted his desertion from the vessel, and was sentenced to three weeks' hard labour, and, in the event of the vessel's returning to this port before the expiration of the sentence, he was to be re- placed on board of her.

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GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th
GLASGOW and LIVERPOOL	"ORESTES"	9th
GLASGOW and LIVERPOOL	"ULYSSES"	9th
GLASGOW and LIVERPOOL	"OOPACK"	16th
GLASGOW and LIVERPOOL	"PELEUS"	23rd
GLASGOW and LIVERPOOL	"ALCINOUS"	30th
GLASGOW and LIVERPOOL	"AGAMEMNON"	31st
GLASGOW and LIVERPOOL	"JASON"	6th September.
GLASGOW and LIVERPOOL	"TEENKA"	

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th July.
"GENOA, MARSEILLES & L'POOL"	"TELEMACHUS"	24th
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th
"GENOA, MARSEILLES & L'POOL"	"STENTOR"	20th
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	29th September.
"GENOA, MARSEILLES & L'POOL"	"YANGTSZE"	29th
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th

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ALL PACIFIC COAST PORTS, vid	"JASON"	3rd September.

WESTWARD.

FROM	STEAMERS	TO SAIL
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Hongkong, 18th July, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"OHILII"	21st July.
YOKOHAMA and KOBE	"TSINAH"	22nd
SHANGHAI	"YOCHOW"	23rd
CEBU and ILOILO	"SUNGXIANG"	29th
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	2nd August.

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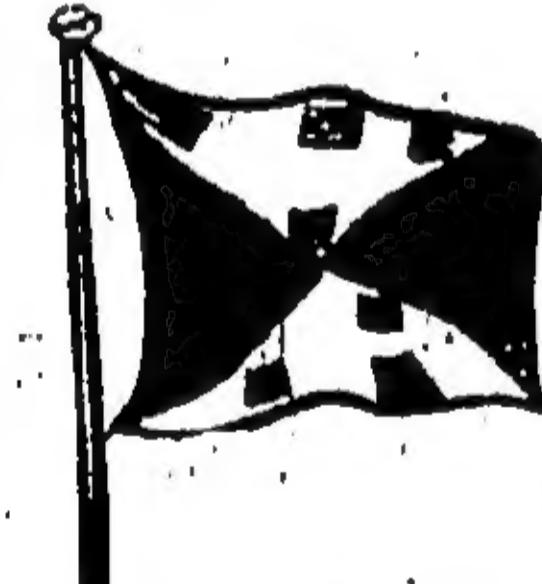
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[5]

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two or more passengers, will be charged \$3.

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The Steamer's wharf at Hongkong is at the
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SINGAPORE, RABAYA & SAMARANG, CHUNSHANGSATURDAY, 22nd July, 3 P.M.

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"ARAGONIA".....5,198. Schuld September 1st, "

"NICOMEDIA".....4,370. Wagemann September 26th, "

The S.S. "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 3rd.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-
manded.

EARNING A DRINK.

DOWN A STOKERHOLE ON THE EQUATOR.

We had already gone so far down, writes L. E.N. in the Pall Mall Gazette, that it seemed that by going lower we should simply step through the vessel's bottom into the sea. The aperture revealed a sort of Black Hole; the atmosphere seemed to be two or three parts fine coal. Away in the distance was a clang of iron.

"The Gate of Hell," quoth the engineer. "Shut the door to keep the dust of the engines." The remark was characteristic of a ship's engineer. Nothing matters if the engines are running smoothly.

He led the way, holding aloft a lamp which dimly revealed black, grimy iron walls, warm to the touch. A right angle turn, and we stepped into dim daylight. It was the stoker-hole. Imagine a narrow passage between the ends of two enormous boilers, and an iron room filled with coal; a passage so narrow that it seemed that if a tongue of flame swept out of the furnaces there was no escape; a passage which received light and air only from the two long wind shafts through which you could catch a glimpse of the sky; a passage in which you saw nothing but iron and flames, and breathed coal dust. Two men were working there, each man attending to three furnaces; powerful men, but whether young or old, black or white, handsome or ugly, it was impossible to tell, covered with coal dust and moisture (water dripped from the upper regions).

Clang! One of them pressed down a lever, and a small door flew open. A sheet of flame attempted to follow, but the draught snatched it up, and hurled it back. Sometimes a fireman forgot to provide for this, and the result is a severe burning. The man seized a long iron bar, and began to cut and raise the great fire with. He stepped close to the open furnace, and as he stirred the burning mass within, cinders and flames seemed to lick his face.

"That's slicing," said the engineer. "Now, quick," he added, handing me a large shovel. The fireman threw open the furnace door.

"There's the coal behind you." It was great lumps of it, heaps of fine slack, piles of cobbles. I grasped the weapon, and set to work. My first efforts reminded me of her saying—"A flower in a monkey's hand"—a Malay way of expressing ineptitude. The mouth of the furnace was small; also it was some feet above the floor; also the shovel was large. Yet the coal must be pitched well back into the fire, an operation which requires a peculiarly tiring, jerky twist of the wrist. At first it seemed fairly easy. I don't think I hit the boiler with the shovel more than once, and the times I missed the opening were not many. I worked with a will. It grew still easier. I seemed to be getting the hang of the job.

"Faster," cried the engineer, "you will let the fire down."

Then the shovel grew like lead, and a curious dull pain in the back irritated me. I struck a mass of slack, and the fine dust rose in clouds. I could feel it sticking to my lips and getting in my eyes.

Beads of perspiration rolled down my face. I seemed to have been stroking since day-break. An inspiration!

"Let me see the firemen do it," I grasped, slowly straightening up.

The silent black figure seized the implement I handed to him with considerable relief. Then he showed how firing shou'd be done. The coal flew in a stream far back into the flaming furnace. His body was rigid, but his arms worked like the pistons of an engine. It was like a champion oarsman sculling against a novice. The heap of coal melted away, and more began to pour out from the iron room beyond.

"Try making," said he engineer. "This is the third process in the stoker-hole. The rake proved to be a sort of hoe, six or seven feet long. It was of solid iron, and its weight was disconcerting. To pull the live coal towards you would not have been so difficult. But it had to be pushed back from the mouth of the furnace towards the far end. As you pushed you had to approach the fire—if the rake slipped on the coal inside you stood a fair chance of over-balancing and falling headlong towards the roaring flames. In raking you feel the real bite of the fire. The heat dries up your skin till you think it must crack; your eyes water and grow strained as you face the glare. By this time you are beginning to feel limp. A long chair and an iced drink form your idea of Paradise. But you have really started. Firing, slicing, raking—firing, slicing, raking. And the shift is four hours, instead of the 10 minutes or so you have managed to get through. And the firemen gets £4.00 a month for working in this Inferno."

Then the doctor took a turn. He damaged the boiler with the shovel for a minute or two. Suddenly an expression of compassion crossed his face. "Don't you think the men really deserve a drink?"

"I'm sure they do." "Well"—he tried to look at the heap of coal behind him as though he left it reluctantly—"let's go and order one for them."

I glanced once more round the grimy iron hole and wiped my face with a piece of coal-black cotton waste. "Certainly," I agreed, with some cordiality. And we went and did so.

Shipping.

ARRIVALS.

Prinz Heinrich, Ger. ss., 1,022, P. Griesch, 17th July—Bremen, 7th June, and Singapore 13th July—Mails and Gen.—M. & Co.
Gregory Apcar, Br. ss., 2,061, J. G. Olfent, 17th July—Calcutta 1st July, Penang and Singapore 13th July, Gen.—D. S. & Co., Ltd.
Prinz Waldemar, Ger. ss., 1,065, C. Fuchs, 17th July—Bangkok via Hoitow 10th July, Gen.—B. & S.
Choyang, Br. ss., 1,424, T. W. Selby, 17th July—Shanghai 13th July, and Swatow 16th July—Gen.—J. M. & Co.
Zafiro, Br. ss., 1,618, R. Rodger, 1st July—Manila 13th July, Gen.—S. T. & Co.
Kuklung, Br. ss., 1,128, Harris, 17th July—Canton 17th July, Gen.—B. & S.
Tsinan, Br. ss., 1,460, C. Lindbergh, 18th July—Sydney 24th June, and Manila 15th July, Gen.—B. & S.
Vithnau, Ger. ss., 4,439, Th. Hildebrandt, 18th July—Yokohama via Kobe, Moji and 16th July, Picke-Goods—H. A. L.
Wosang, Br. ss., 1,127, H. S. Malkie, 18th July—Canton 17th July, Gen.—J. M. & Co.
Brigovia, Ger. ss., 4,163, C. Russ, 18th July—Shanghai 14th July, Gen.—H. A. L.
Oscar II, Nor. ss., 2,020, R. Olsen, 18th July—Kuching 12th July, Gen.—M. B. K.
Daijin Maru, Jap. ss., 1,526, H. Ohta, 18th July—Nagasaki 13th July, Dry Fish—O. S. K.
Austrian, Aust. ss., 8,479, R. Colledan, 18th July—Trieste 27th May, and Singapore 10th July, Gen.—S. W. & Co.

Clearances at the Harbour Office.

1/ero, for Batavia.
Samen, for Swatow.
Dagny, for Canton.
Drafr, for Bangkok.
Prinz Heinrich, for Shanghai.
Proto, for Hoitow.
Newby Hall, for Singapore.
Johanne, for Hoitow.
Kuklung, for Shanghai.
Mongolia, for Amoy.
Emma Lukyan, for Swatow.
Briszovia, for Singapore.
Wosang, for Tientsin.

Departures.

July 18.
Mongolia, for San Francisco.
Mackay, for Bangkok.
Huphei, for Chefoo.
Baratong, for Nagasaki.
Samen, for Bangkok.
Pronto, for Malacca.
Telemachus, for Saigon.
Kirkfield, for Calcutta.
Prinz Heinrich, for Shanghai.
Laisang, for Calcutta.
Lydia, for Shanghai.
Taming, for Manila.
Johanna, for Haiphong.

Passenger arrivals.

Per Daijin Maru, from Nagasaki—Mr. J. H. John.
Per Phisanulok, from Bangkok—Mr. P. W. Melinot.

Per Gregory Apcar, from Calcutta, &c.—Mr. M. Mazzati, Mrs. Mulliner, Mrs. Peltz, Mr. T. Heresford, 593 Chinese, and 2 Japanese.

Per Tsinan, from Australian Ports—Messrs. Fairchild, Jung, Gonzley, Arthur Davis, L. Lawton, Mons, and Madame Almase, 67 Chinese, and 18 Japanese.

Per Zafiro, from Manila—Mr. and Mrs. Hyndman, Masters, Hyndman (3), Misses Hyndman (2), Mr. W. J. Jussenburgh, Mr. and Mrs. Lub, Mr. Mauricio Somera, Mr. and Mrs. T. E. Dow, Mr. G. G. Tornell, Master Tornell, Messrs. I. Williamson, J. Chapman, Ian Tan, Miguel, Fukushima, Manila Bank Meritis, and 80 Chinese.

Per Prinz Heinrich, from Bremen, &c.—Miss Keeley, Messrs. Heitman, T. A. Peach, M. L. Jacobs, Mr. and Mrs. E. Sandow, Miss Edward, Messrs. E. Taylor, B. L. Backer, W. B. Walker, Tse Cheng Eng, Dr. E. C. Waterhouse, Messrs. B. Rand, M. Fanshaw, M. M. Lavery, A. Hard, G. Maher, T. Buttress, R. Steinacker, E. Kahlmann, H. Kesse, W. Koch, R. H. Smith, Mr. and Mrs. Dewell, Mr. and Mrs. Flatt, Patters A. Tuff, T. Averbeck, H. Buschhoff, W. Schaffenberg, G. Broth, T. Hennecke, C. Peter, B. Tene, J. St. C. Frings, E. W. Witt, D. Simonis, W. J. Wick, L. Lindig, C. Wehr, T. Schmitz, V. Steinle, Peter, Mr. of Sandow, Messrs. Antaine, Collard, Tahan, Teder, E. H. Meyer, Richards, Harry Chund, Sandland, Tennings, Smyth, Mackenzie, Darasami, Theophilus, Seymour and Holmeyer.

Per Austral, from Trieste, &c.—Mr. R. Shell, Miss Cheppinger, and 335 Chinese.

Shipping Report.

Str. Pitti-mulok from Bangkok—Fine weather, SW. winds.

Str. Choyang from Shanghai—Light SW. monsoon, fine and clear.

Str. Gregory Apcar from Calcutta—Fine clear weather, with light variable winds.

Str. Zafiro from Manila—Light variable winds, with smooth sea, and fine clear weather till arrival.

Str. Taming from Australia—The weather throughout has been fine, without any appreciable change.

Vessels in Port.

STEAMERS.

Aldershot, Br. ss., 1,154, Adam, 5th July—Canton 7th July, Gen.—D. & Co., Ltd.

Ardoa, Br. ss., 2,270, W. L. Smith, 16th July—Moji 10th July, Coats—M. B. K.

Bangkok, Ger. ss., 1,336, F. Busche, 16th July—Bangkok 9th July, Gen.—B. & S.

Bedouin, Br. ss., 2,245, H. Sandow, 14th July—Moji 10th July, Coats—M. B. K.

Chunyang, Br. ss., 1,418, R. Cox, 12th July—Pakalokong 3rd July, Sugar—M. & Co.

Craigall, Br. ss., 2,882, Milne, 13th July—New York 25th April, Case Oil—S. O. Co.

Cyrus, Br. ss., 2,174, J. W. Knob, 11th July—Calcutta 23rd June, Coal—Order.

Devawongse, Ger. ss., 1,057, S. Gorchen, 14th July—Kohlungchang 8th July, Rice and Meal—B. & S.

Eva, Nor. ss., 1,926, Salvesen, 10th July—Cardiff 7th May, Coal—Order.

Haimun, Br. ss., 636, A. J. Robson, 16th July—Tamsui via Amoy and Swatow 15th July, Gen.—D. L. & Co.

Hero, Nor. ss., 2,418, O. Syvertsen, 8th July—Kuching 1st July, Coal—M. B. K.

Hue, Fr. ss., 5,705, Godreau, 15th July—Quang-chow-wan 16th July, Gen.—A. R.

Ithaka, Ger. ss., 1,440, Eckhorn, 15th July—Chinkiang 10th July, Gen.—H. A. L.
Mariechen, Ger. ss., 2,521, P. Gersdorff, 17th July—Saigon 9th July, Ballast—J. & Co.

Numania, Ger. ss., 2,804, H. Brumley, 14th July—Moj 5th July, Gen.—P. & A. S. S. Co.

Prinz Waldemar, Ger. ss., 3,227, C. Woltemas, 15th July—Yokohama 9th July, Gen.—M. & Co.

Witnau, Ger. ss., 1,065, C. Fuchs, 17th July—Bangkok via Hoitow 10th July, Gen.—B. & S.

Choyang, Br. ss., 1,424, T. W. Selby, 17th July—Shanghai 13th July, and Swatow 16th July—Gen.—J. M. & Co.

Zafiro, Br. ss., 1,618, R. Rodger, 1st July—Manila 13th July, Gen.—S. T. & Co.

Kuklung, Br. ss., 1,128, Harris, 17th July—Canton 17th July, Gen.—B. & S.

Tsinan, Br. ss., 1,460, C. Lindbergh, 18th July—Sydney 24th June, and Manila 15th July, Gen.—B. & S.

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Mails.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cain Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to— S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS AND ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to— H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 60 pints.

Special Prices for Quantities.

Sole Agents— SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

For further information, apply to DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings, Hongkong, 13th July, 1905. [54]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R., carrying H. Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 10th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 15th July, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ... 9,606 E. V. Roberts At July 20

Tremont ... 9,606 T. W. Garlick, Aug. 8

Pleated ... 3,753 F.G. Purington

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings, Hongkong, 13th July, 1905. [54]

ACHEE & CO.

ESTABLISHED 1859.

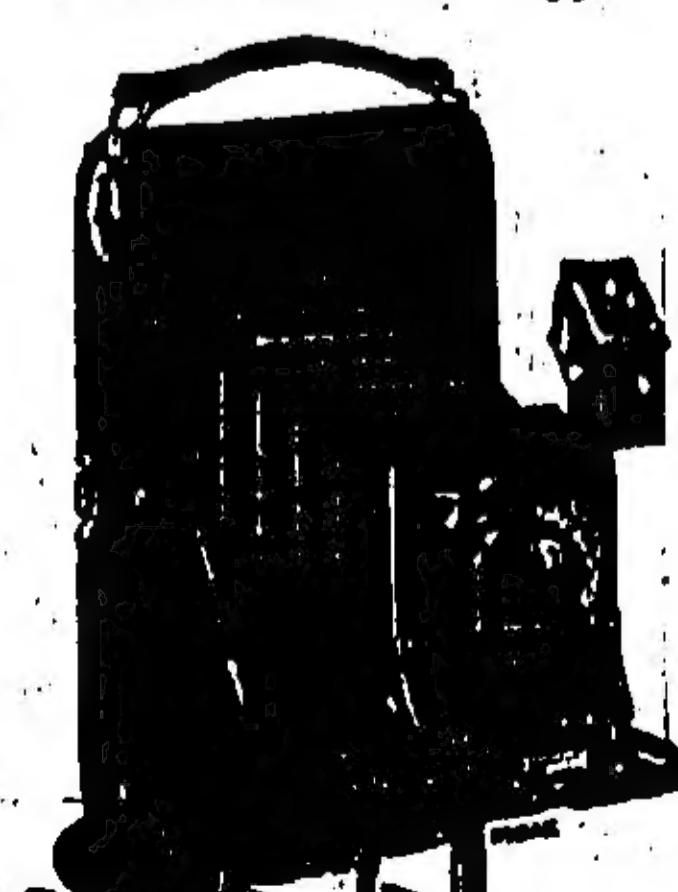
FURNITURE,

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GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KEELY & POTT. Connected to noon; later alterations given in the "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000	\$1,493,408	Div. of \$1.10/- and bonus of 1/2 @ exchange 1/11/9/16—\$25.40 for second half-year 1904.	5%	\$890 sales
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$8,000,000	\$41,768	\$2 (London 3/6) for 1903	...	London £900
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$150,494	\$17 for 1903	5%	\$38 buyers
MARINE INSURANCES				\$1,400,000				\$335 buyers
Canton Insurance Office, Limited	10,000	\$250	\$25	\$8,739				
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000				
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000	Tls. 217,119	\$4 1/2 for year ended 30.4.1904	6%	\$77
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000		Interim of 7/6 1904	8%	Tls. 82
Yangtse Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	8%	\$172
FIRE INSURANCES				\$1,000,000				
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$18,000	\$329,017	\$6 dividend & \$1 bonus for 1903	8%	185 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$366,372	\$34 for 1903	11%	\$305 sales
SHIPPING, TUG AND CARGO BOATS.				\$5,000				
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$18,000	\$88,834	\$1 for 1904	5%	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$8,739		\$2 for year ended 30.6.1904	5%	\$36 sellers
Hongkong, Canton & Macau Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000	\$26,160	\$1 for second half-year 1904	9%	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$10,000	\$4,435	12/- @ 1/10—\$6,20,51 for 1904.	6%	\$93 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$100,000	Tls. 43,762	Tls. 12 final making Tls. 4 for 1904	7%	Tls. 61
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$4,116		Tls. 12 final making Tls. 3 for 1904	7%	21/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$6,000	\$58,852	Interim of 1/- (Coupon No. 5) for 1904	48%	335 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$24,375	\$929	\$30.90 for year ending 30.4.1905.	38%	327 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$10,000	\$21,231	\$10 for 1904	7%	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$100,000	Tls. 6,190	Final of Tls. 12 making Tls. 3 for 1904	11%	Tls. 30
REFINERIES.				\$450,000				
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000	\$42,812	Final of \$15 making \$20 for 1904	9%	\$210 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$30,587	\$2 for 1897	38%	\$30 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$100,000	Tls. 1,035	Tls. 12, 70 sales	...	
MINING.				\$40,000				
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	none	\$7,820	Tls. 14, 80 sales	...	
Oriental Consolidated Mining Company, Limited	50,000	G. S10	G. S10	\$10,000	\$672,093	G. \$17 ex new	...	
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$10,000	\$4,029	\$27 new	...	
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Frs. 251,337	Frs. 1,250,000	Final of Frs. 25 making Frs. 55 for 1903...	91%	